

nearly \$1,000. From another column it will be seen that a new stern wheel launch is to be constructed to be used for passenger traffic and towing; to be named the *Sri Slamet*. Her draught is only intended to be 18 inches—the one recently sunk drew 27 inches—but she is to have an awning deck.

all, and our admiration of the fact you have displayed when controversial points have been discussed with perhaps unnecessary warmth.'

We wish you a long and happy married life, a pleasant trip home, and, when you return to occupy the high position in the Government Service, which your own

The Chairman—I may say that the resolution requires to be confirmed at a meeting to be held 14 days hence, at which the tendence of shareholders is particularly requested,

the subscriptions received by the Treasury Department are insufficient to meet requirements. I know that the foreign subscriptions have reached a total of about \$3,000. This is a proof that the foreign merchants take pleasure in benevolent actions, and it is very deeply recorded in my heart. I earnestly entreat the Com-

adulter wife's letter to his parents and his wife before he shot himself, in which he explained his reasons for the act: the contents of this letter have not however been divulged.

Vienna, Feb. 2.—Their Majesties the King and Queen of the Belgians have arrived here, and are the only guests who

anti-Chinese measures which have been adopted in the United States, and this combined with the fact that the Chinese are ready there are taking steps for emigration to Canada and other British colonies may make it worth while for the Americans to consider whether they can yet dispense with the services of the Chinese, who are

AT 4 P.M. TO-DAY.

Barometer	30.04
Temperature	64
Damp Bulb	59
Direction of Wind	S
Force	2
Weather	b

Hongkong Observatory, Feb. 15, 1885

ACCOUNT OF THE OUTBREAK AT
CHINKIANG BY CONSUL
MANFIELD.

The following account of the outbreak at Chinkiang is given by Mr. Mansfield, H.B.M.'s Consul at that port.—
At 2 p.m. on the 8th a man said to have been killed by a Sikh policeman was brought to H.B.M.'s Consulate. He was examined by the foreign doctor, who said there was no trace of violence. The case was dismissed, and as it afterwards appeared, the man was left lying on the boundary road of the concession, until the afternoon of the 7th, when he was removed to the hospital. He is at present in perfect health, and the Chinese officials acknowledge that the accusation against the police was unfounded. The matter, however, appears to have been made a pretext, and at about 4 p.m. a crowd of boys and men began to stone the Sikh of duty who were in the Police Compound. Being a Chinese holiday, the roads were full of people who joined in and attacked the Police Station and tore it to pieces. While so engaged, five soldiers arrived in response to a demand for protection sent by H.B.M.'s Consul. These men never moved a finger to stop the wrecking, looting and shooting. They afterwards went away; a Chinese official then came in a chair to the scene, but he was hustled and his chair overturned. The Station, being reduced to a wreck, the crowd now came out of the compound and an attack on Duff's buildings was begun by small boys throwing stones at them, wood was piled against the veranda, and kerosene from the Police Station was poured on it. The whole was set alight and the three houses were a mass of flames. While this was going on a further force of some twenty soldiers arrived. They stood at the edge of the road below the Police Station and looked on, but did nothing to curb the mob, nor even going down below at all. When Duff's buildings were burning furiously, the great crowd already collected in the Consulate had increased to such an extent that the soldiers were coming, and in accordance with H.B.M.'s Consul's last urgent request, 200 soldiers arrived with fixed bayonets or spears, and were drawn up close to the Consulate gate. An attack on the Consulate was made at 7 p.m. under the very noses of the soldiers, who were either attempted to prevent the crowd getting in at the gate. They watched the whole thing until the house and offices and the consular's house were in flames. The mob then moved on, and burned Mr. Hunn's house next door, then Mr. Bryan's, then the Chapel, and last attacked and looted the U.S. Consulate, but did not burn it for fear of setting fire to the neighbouring Chinese houses. The attack was accomplished by about 10 or 11 p.m. as far as is known, and it is thought that further destruction was stopped by the arrival of 400 soldiers from Silver Island. When the British Consulate was attacked the U.S. Consul and his wife were there, and when the gate was burst in. The whole party, consisting of Gen. Jones, Mrs. Jones and child, Mr. Mansfield and two children, two nannies and a gentleman visiting them, went to the back door to try and get out of the premises, but were prevented. They tried to get out of the side door but were stopped and driven back by the mob, and had to retreat up the hill accompanied by the constable and his wife and daughter. In the meantime Mr. Mansfield who had remained in the Consulate, was driven out by the mob and joined the rest of the party as they returned from their fruitless attempt in climbing to the top of the hill. They managed to tear down part of the wall, and after a while they were able to get down. They arrived on board the *Kiangyong*, which fortunately had arrived before the riot, and was moored to Butterfield & Swire's wharf. Nearly all the residents were on board except some missionaries who were unable to leave their whereabouts, and about one o'clock on the 6th a party was made up to go and bring them off from the Chinese house where they had taken refuge. This was effected without difficulty. Early on the morning of the 6th and the collection of troops again and became threatening. They now occupied the Bund opposite the wharf, but the draw-bridge was kept up and they then stones which barely reached the wharf. They threatened Mr. Mansfield's house, and having unsuccessfully ventured out, was obliged to beat a hasty retreat. The burning of some small houses occupied by Customs people outside the settlement drew the mob away from the wharf. Towards 2 o'clock a large number of troops arrived and pitched their tents all along the Bund. The night of the 9th passed quietly, and on the 7th though a large crowd was still in the Concession, there was no further rioting. On the morning of the 6th the soldiers made a charge of everything left by the mob in the U.S. Consulate. On the afternoon of the 7th the *Shanghai* arrived and took the place of the *Shanghai* which had been replaced by the *Kiangyong* alongside of Butterfield & Swire's wharf.

On the morning of the 8th the crowd of soldiers were sent out of the Concession and put about the entrances, while the Municipal Police aided by a few soldiers cleared the idlers out of the Concession. When the riot happened the Tatar and Prefect were both absent, while the Tatar was going to arrears in his wages. H.B.M.'s Consul had therefore no protection to fall back on, but the troops on the Pook-shan, who were very hostile to foreigners on account of friction with the Police caused by the soldiers having on frequent occasions ridden at great speed in the streets contrary to the regulations. It is said that the riot was arranged by some hawkers who had been prevented from plying their trade in the Concession, and that the soldiers were in league with them and that the so-called wounded man intentionally provoked the Police into giving him a push and then throw himself down and pretend to be in a dying state. There is absolute proof that he was an impostor.

WHY RESISTANCE WAS NOT OFFERED.
To the Editor of the
NORTH-CHINA DAILY NEWS.

Sir,—As people will probably be asking why we did not make some show of resistance to the mob who were so settled in their attitude, and why we did not come to some more numerous, I send you a few lines of explanation which are in justice due to our community and specially to Mr. Mansfield, H.B.M.'s Consul.

After the Police Station was rushed our first thought was, naturally, to place the ladies and children in safety, and our single men were for the most part fully employed in escorting them to the steamers' wharf.

The residents were scattered here and there many enjoying their afternoon walk over the hills, and there was neither time nor opportunity to rally them to the Consulate; even had they got there it is certain that with the few rifles and cartridges available for the Consulate and neighbouring missionary houses and chapels, and only

after Mr. Innocent's house was set fire to and the streets became thronged with a howling and dangerous mob did we fully realize our defenceless state.

To make our position clearer I append a list of the houses and residents on the Consular Hill, which were all burnt or looted, commencing from west going eastwards there were:

- 1.—Mr. Nunn, H.B.M.'s Consular Constable, with wife and children.
 - 2.—Mr. Mansfield, H.B.M.'s Consul, with wife and children.
 - 3.—Rev. Hunn, Missionary, with wife and children.
 - 4.—Rev. R. T. Bryan, Missionary, with wife and children.
 - 5.—General Jones, U.S. Consul, with wife and children.
- Of the above, two ladies and some children were in delicate health and had to walk on hands and knees, and through brushwood on a steep hillside (one lady walked barefooted), and thence northwards by a circuitous route to the hands of the rioters and had frequently to crouch down to avoid the stones thrown about in all directions.
- Mr. Mansfield did everything that could possibly be done under these most trying circumstances for the safety of all. With a sick wife and children to look after, he was throughout cool, cheerful and collected, and had a kind word for every one. Had not he had the care of a family, we feel confident he would have been foremost in arising resistance to our assailants, had there been the least chance of success.
- Everything is now quiet, and business has resumed. H.B.M.'s ships *Melbourne* and *Frederick* and the U.S.S. *Ozark* are here, as well as a Chinese corvette and gunboat, and we have plenty of protection.
- A photograph from your port is taking place of the riot for sale.
- Yours truly,
A. R. MANSFIELD,
Consul, 12th Feb.

LATE TELEGRAMS.

VICTORIA AT THE PARIS EXHIBITION.
London, Jan. 23.—It is probable that the colony of Victoria will be allowed to erect a kiosk in the Trocadero Gardens attached to the exhibition in Paris, in which to exhibit Victorian wares.

THE ATTACK ON THE LIFE OF THE AMER.
Alahabad, Jan. 22nd.—The Amer had a very narrow escape on the 25th December. He was leaning forward in his chair when the report first, the bullet passing through the back of the chair and striking a slave boy behind. The man's comrades made no effort to arrest him. He was stabbed twice by the Deputy Commander in Chief as he stood above the Amer, and was then killed by the British soldiers.

THE U.S. MAIL STEAMSHIP CITY OF PEKING will be despatched for San Francisco, via Yokohama on THURSDAY, the 21st instant, at Noon, taking passengers and freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco and return, 330.00
To San Francisco and return, 330.00
To Liverpool and return, 330.00
To London and return, 330.00
To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of goods to be stated.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office in Sueded Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

January 22.—The ship *Walter Raleigh*, which left Sydney in November last with a cargo of wool and other produce, was wrecked on the coast of France.

Five persons were drowned. The *Donatone* has been called for the South Australian Government loan of £1,817,800, bearing 3½ per cent. interest at par.

January 20.—The brokers have coldly received the South Australian loan. They say that the minimum bid is at the high of the present time. The loan, however, has been quoted at a quarter premium.

In the Hungarian Diet, the Army Bill was read a second time, and passed by a large majority. There were violent scenes outside the Diet.

Mr. W. O'Brien addressed James Bright's meeting at Manchester, and declared that French and Russian dynamites were offered more protection in Britain than Irish authors.

The audience sought to prevent O'Brien's arrest and rushed the platform. An excited scene preceded his capture, which eventually was effected.

Italy has ordered 16 of the heaviest guns from England.

The chief American Ministers at the European courts have been created Ambassadors.

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MAILS.
NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 20th February, 1889, at Noon, the Company's S.S. *MELBOURNE*, Commandant VINCEY, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th February, 1889. (Parcels are not to be sent on board; they must be left at the Company's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, February 7, 1889. 246

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama on THURSDAY, the 21st instant, at Noon, taking passengers and freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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To London and return, 330.00
To other European ports at proportionate rates.

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Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

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For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, February 6, 1889. 234

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *PARTHIA*, 3,167 Tons Register, WALLACE, Commandant, will be despatched for VANCOUVER, B.C., and KOREA and YOKOHAMA, on THURSDAY, the 7th March, at 3 p.m.

To be followed by the S.S. *ABYSSINIA*, on the 4th April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco and Pacific Coast Ports, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To Vancouver and Victoria, Mex. \$100.00
To San Francisco... 175.00
To London common points in Can. 250.00
To London and the United States 300.00
To London... 305.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, 100, Queen's Road Central.

Freight will be received on board until 4 p.m. on the 6th March.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, February 9, 1889. 260

NORDBEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 17th day of March, 1889, at 10 a.m., the Company's Steamship *Aden*, Capt. V. GARNSEY, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon—Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 16th March, 1889. (Parcels are not to be sent on board; they must be left at the Agent's Office.) Contents and Value of Packages are required.

The Steamship has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELOHENS & Co.,
Agents.

Hongkong, February 13, 1889. 276

MAILS.
STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MALTA, MARSEILLES,
GIBRALTAR, BRINDISI, ANCONA,
VENICE, PLYMOUTH AND
LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIPOLI, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *SHANNON*, Capt. C. R. EDWARDS, with Her Majesty's Mail, will be despatched from this port for LONDON, via BOMBAY AND SUEZ CANAL, on WEDNESDAY, 27th February, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, February 13, 1889. 281

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
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Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, 100, Queen's Road Central.

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All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to
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Agents.

Hongkong, February 9, 1889. 260

NORDBEUTSCHER LLOYD.

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ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
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For further Particulars, apply to
MELOHENS & Co.,
Agents.

Hongkong, February 13, 1889. 276

WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 1/6 each.

CHINA MAIL OFFICE.

TO LET.
PEAK—'LA HACIENDA' formerly occupied by Sir GEORGE PHILLIPS.
Apply to
H. N. MODY,
Victoria Buildings.
Hongkong, December 12, 1888. 2096

TO LET.
(With Early Possession.)
NOS. 1, 2 & 4, QUEEN'S GARDENS.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, January 25, 1889. 147

TO LET.
2ND FLOOR OF HOUSE, No. 64, QUEEN'S ROAD CENTRAL.
Possession from 1st April next.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, February 7, 1889. 236

TO LET.
ROOMS in 'COLLIER CHAMBERS'.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, December 12, 1888. 804

TO LET.
(Entry 1st March next.)
N O. 3, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, January 29, 1889. 176

TO LET.
ROOMS in 'COLLIER CHAMBERS'.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, December 12, 1888. 804

TO LET.
(Entry 1st March next.)
N O. 3, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, January 29, 1889. 176

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gun Works.
2. From Gun Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.
2. From Blue Buildings to East Point.
3. From East Point to North Point.
4. From North Point to Kowloon Wharves.
5. From Kowloon Wharves to Jardine's Wharf.

Vessel's Name. Captain. Flag and Rig. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Steamers.

Apenrade... Hohlmann... Ger. str. 1340 Jan. 21 Wilder & Co. K'loon Dock

Ashington... Zindl... Ger. str. 869 Jan. 27 Siemens & Co. K'loon Dock

Banlawers... Webster... Brit. str. 1613 Feb. 14 Gibb, Livingston & Co. K'loon Dock

Bendley... Clark... Brit. str. 1435 Feb. 19 Gibb, Livingston & Co. K'loon Dock

City of Peking... Sealby... Amer. str. 6087 Feb. 14 P. M. S. Co. K'loon Dock

Dahli... Marquet... Span. str. 482 Feb. 11 Brandan & Co. K'loon Dock

Don Juan... Lewis... Brit. str. 609 Feb. 10 Douglas Steamship Co. K'loon Dock

Fokien... Lund... Dan. str. 419 Feb. 18 Arnold, Karberg & Co. K'loon Dock

Frej... Schuckmann... Ger. str. 1240 Feb. 16 Melchers & Co. K'loon Dock

General Warden... Gardiner... Brit. str. 1865 Feb. 19 David Sassoon, Sons & Co. K'loon Dock

Japan... Johnston... Brit. str. 1817 Feb. 18 Messageries Maritimes K'loon Dock

Kent... Crew... Brit. str. 1462 Feb. 19 P. & O. S. N. Co. K'loon Dock

Kutang... Slessar... Brit. str. 1495 Feb. 17 Jardine, Matheson & Co. K'loon Dock

Mario... Hundswald... Ger. str. 704 Feb. 17 A. R. Mery K'loon Dock

Melloune... Vimont... Ger. str. 2677 Feb. 18 Messageries Maritimes K'loon Dock

Melita... Forek... Ger. str. 339 Feb. 19 Gibb & Co. K'loon Dock

Nanshan... Blackburne... Ger. str. 389 Feb. 17 Hop Hing Hong K'loon Dock

Nanking... Talbot... Brit. str. 808 Feb. 17 Jardine, Matheson & Co. K'loon Dock

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Pekin... Harris... Brit. str. 2133 Feb. 19 P. & O. S. N. Co. K'loon Dock

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